MONTREAL

1909

MONTREAL

CANADA

PROVINCE OF QUEBEC

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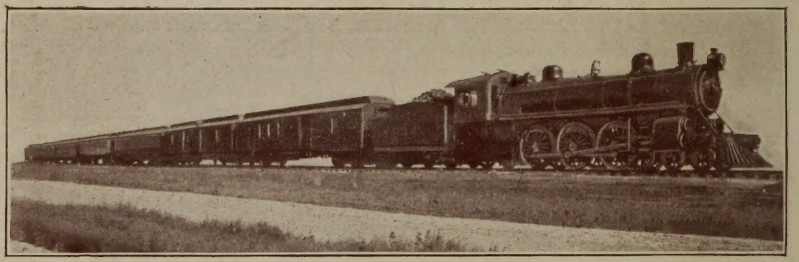

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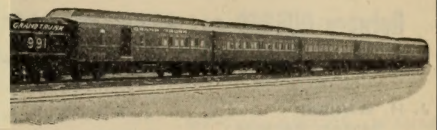

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For all information and further particulars apply to

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Round-Trip Tickets from Montreal to Abenakis Springs

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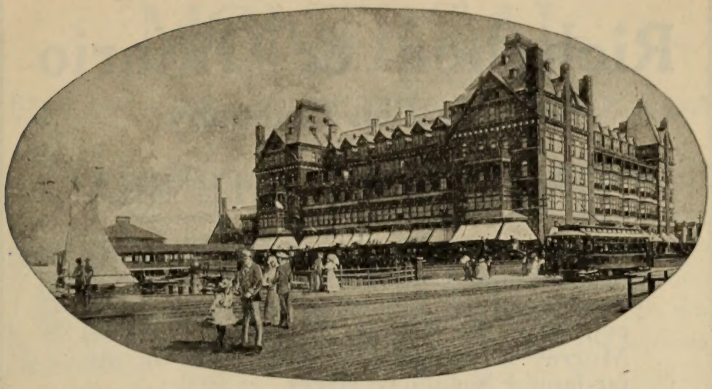

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of the CANADIAN NORTHERN QUEBEC RAILWAY is the shortest and most picturesque route between Quebec and Montreal. For upwards of forty miles the line skirts this beautiful north shore of the St. Lawrence and follows a scenic route unequalled in eastern North America, with great towering cliffs on one hand and the magnificent ever-changing shore on the other.

For information regarding Summer Resorts, rates, etc., on this and other branches of the

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traverse the best country in Nova Scotia, Ontario, Manitoba, Saskatchewan and Alberta. If you are interested in Canadian development learn how this lusty infant transcontinental has grown from nothing in 1896 to the second largest system in Canada. The booklet "A Mile a Day for Twelve Years" is brimful of interest; write for a copy to the Information Bureau, Canadian Northern Building, Toronto, Ont.

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"NIAGARA TO THE SEA"

Steamers leave Toronto and Rochester for trip through Lake Ontario, the Venetian Scenery of the Thousand Islands, the descent of all the Rapids. Montreal, Quebec, Murray Bay, Tadousac and points on the far-famed Saguenay River. :: :: :: :: ::

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Under the auspices of the Montreal Board of Trade

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Leeming-Miles Building, corner Notre Dame St. and St. Lawrence Boulevard

MONTREAL

Travellers wishing particulars concerning Montreal or any portion of Canada, can obtain same by applying to the Tourist's Information Bureau, either by letter or in person.
Telegrams and letters for tourists may be sent in care of the Information Bureau.

SHOPPING LISTS FURNISHED

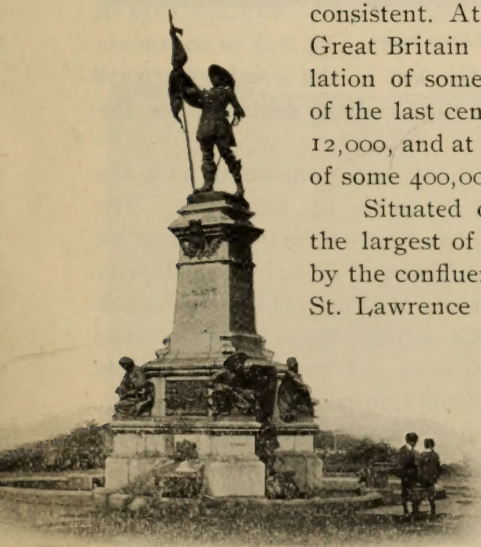
MONTREAL

PROVINCE OF QUEBEC, CANADA

Entered, according to Act of the Parliament of Canada, in the year 1906, by HENRY MILES, at the Department of Agriculture.

MONTREAL, a city of some 400,000 souls, so named from the Mountain between whose base and the mighty St. Lawrence the city lies, is the commercial metropolis and national port of Canada. Situated at the head of navigation of one of the greatest of rivers—a river which drains a most fertile and generous land — Montreal is destined to occupy a foremost rank among the cities of the continent. In the year 1535, Jacques Cartier came up the St. Lawrence to where the city now stands, and found a large, well-fortified Indian town called Hochelaga. In 1611, Champlain established a trading-post and called it Place Royale. In 1642, Paul de Chomedey, Sieur de Maisonneuve, landed on the island and laid the lasting foundation of the city. Canada remained a French colony till the Treaty of Paris, in 1763, when Montreal became a British city.

Its growth in population has been consistent. At the time of the cession to Great Britain the city had only a population of some 3,000; at the beginning of the last century this had increased to 12,000, and at the present time she boasts of some 400,000 inhabitants.



Statue of Maisonneuve, Founder of Montreal, 1642, Place d'Armes Square.

Situated on the island of Montreal, the largest of a group of islands formed by the confluence of the Ottawa with the St. Lawrence river, one thousand miles from the open sea, its position is picturesque to a degree. Behind is the beautifully wooded Mount Royal, in front the majestic St. Lawrence, and in the distance the mountains of north-

ern New York. Montreal is the head of ocean navigation ; and the key to and from the great interior of the Dominion.

The Lachine Rapids above the city were first run by a steamer in the summer of 1840, by the side-wheeler "Ontario," afterwards known as the "Lord Sydenham." "Running" these Rapids is a most exciting experience. Steamers descend daily.

Place d'Armes Square.

Not only is Montreal the key to the great waterways of Canada, but it is also the chief railway centre of the Dominion.

To facilitate direct railway communication with the city two magnificent bridges span the St. Lawrence. The Victoria Jubilee Bridge, a magnificent structure opened for traffic by the Grand Trunk Railway in 1860, by His Majesty King Edward VII., then Prince of Wales, is a double-track steel open-girder bridge, with carriage-ways and foot-walks on either side of the main trusses. The other bridge over the St. Lawrence belongs to the Canadian Pacific Railway, and crosses the river at the head of the Lachine Rapids, striking the north shore a little below the village of Lachine and about seven miles west of the city. This bridge, is also a great triumph of engineering.

Ocean steamships run direct between Montreal and

British ports, as also to several Continental ports. Ocean tonnage, 2,000,000 tons ; Inland, 3,589,424 tons. In connection with the large ocean traffic the following tablet, found on the walls of the Canadian Rubber Company's works, on Notre Dame street, records this interesting fact : "1829-1833. The Pioneer of Steam Navigation. On this site, stood Bennet & Henderson's foundry, in which were erected the two engines designed and placed by John Bennet on the 'Royal William,' the first vessel to cross the Atlantic or any ocean entirely propelled by steam."

The harbor of Montreal, situated on the north side of the River St. Lawrence, has seven miles of wharfage accommodation, and this is being constantly increased. The revetment-wall is a magnificent piece of granite masonry running along the river front and securely protecting the city from inundation.

The City's Foreign Trade.

Montreal's trade with foreign countries has grown very fast of late years, the short route to Europe *via* the St. Lawrence meeting with universal commendation of trader and passenger alike. Montreal is the great export centre of the continent for dairy produce and grain.

The exports from the port of Montreal for the year 1907 amounted to $89,782,587, and the value of the imports to $103,534,432. The Customs duty collected at Montreal amounted to $16,480,921.

Birks Building and Colonial House, Phillips Square.

F5012-1909-M811

Built chiefly of limestone, of which there is an inexhaustible supply at hand, Montreal's public and private buildings wear a look of stability, comfort and wealth. Many of its private residences, university buildings and churches are magnificent examples of architecture.

Montreal has many pleasure-grounds, and its parks and squares are laid out with good taste. There are three large public parks — Mount Royal, St. Helen's Island and Parc Lafontaine.

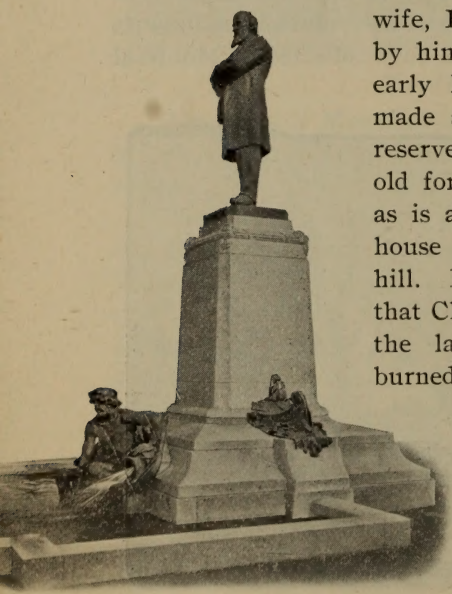
Mount Royal is an ideal crown for a city. Rising directly behind the city, it is covered to the summit with beautiful trees; a most enchanting panoramic view of the city and the surrounding country is obtained from the "Look-out."

Montreal's Pleasure-grounds

Mount Royal is about nine hundred feet above the sea, and seven hundred and forty feet above the river. The portion set apart as a park contains four hundred and sixty-four acres.

Alongside the Protestant cemetery, to the south, on another face of the mountain slope, lies the Roman Catholic cemetery.

The Park on the island of St. Helen contains 128 acres. It was named by Champlain after his wife, Hélène de Bouilli, and bought by him with her dowry. Under the early British *régime* the island was made a garrison. A portion is still reserved for military purposes. The old fort is extremely well preserved, as is also an ancient wooden block-house situated on the crown of the hill. It was upon St. Helen's Island that Chevalier de Lévis, commanding the last French army in Canada, burned his flags (September 8, 1760), rather than surrender them to General Amherst, who took the city.

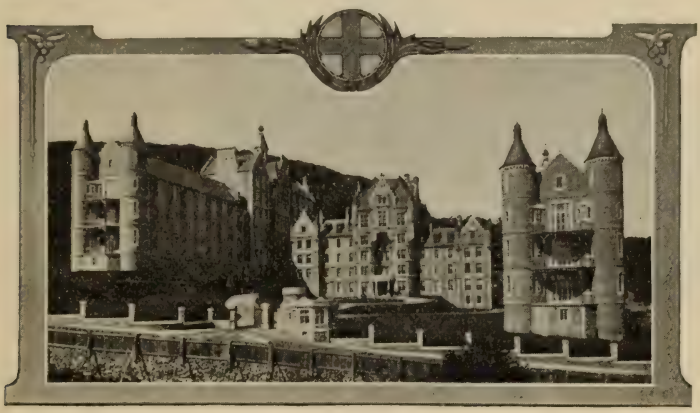


Monument on Place Royale to Hon. John Young.

The Champ-de-Mars is situated on the slope between Craig street and Notre Dame street, at the east end of St.

James street. Here the British regiments stationed in the city paraded, and it is still used as a parade-ground by our volunteers.

Place Viger is situated on Craig street. Opposite the square on Craig street, stands the Canadian Pacific Station and magnificent Place Viger Hotel. This is a handsome building, and, like the Frontenac at Quebec and other hotels of the Canadian Pacific Railway, affords first-class accommodation to the tourist.



Royal Victoria Hospital.

The area of the city is 9,825 acres.

The parks and squares reserved in the various districts of the city have a total area of 615 acres, and have an estimated value of $8,000,000. Powerful engines raise the water of the river to two reservoirs on the side of the mountain. The streets of the city cross one another at right angles. There are in all 231 miles of streets in the city, and the electric car lines have 139 miles of (single) tracks. The taxable property of the city is valued at $235,000,000. The city debt is $37,700,000.

Historical Tablets and Ancient Landmarks

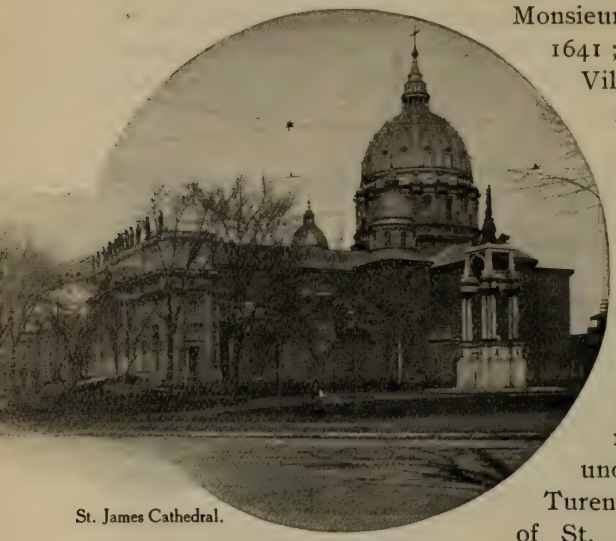
On The Leeming-Miles Building, in which is the Tourists Information Bureau, the site of the residence of Lamothe Cadillac, the founder of Detroit, is recorded.

At corner of Notre Dame and St. John streets—recording the residence of General Montgomery, 1775-6, "Forretier House."

On the Canadian Rubber Company's works, Notre Dame

street, recording the building of the pioneer of steam navigation—the Royal William.

The following interesting tablets on the Seminary wall contain a good deal of important history in brief space :



St. James Cathedral.

"The Seminary of St. Sulpice, founded at Paris by Monsieur Jacques Olier, 1641 ; established at Ville-Marie 1657 ; Monsieur Gabriel de Queylus, Superior ; Seigneurs of the Island of Montreal, 1663."

"François Dollier de Casson, first historian of Montreal, captain under Marshal de Turenne, then priest of St. Sulpice during thirty-five years. He died in 1701, curé of the parish."

A tablet on the chapel tower, Sherbrooke street, bears this inscription : "Here rest the mortal remains of François Thoronbiongo, Huron ; baptized by the Reverend Père de Brébœuf. He was by his piety and by his probity, the example of Christians and the admiration of the unbelievers ; he died, aged about 100 years, the 21st April, 1690."

On the "school tower" adjacent, the following record appears : "Here rest the mortal remains of Marie Thérèse Ganansagous of the Congregation of Notre-Dame." Also above the Western wing is the legend, "Hic Evangelibantur Indi." Here the Indians were evangelized.

On the Hotel Dieu Hospital is the following tablet : "Hôtel-Dieu de Ville-Marie, founded in 1644 by Jeanne Mance. Transferred in 1861 to this land, given by Benoit and Gabriel Basset. Removal of the remains of Jeanne Mance and 178 nuns, 1861."

On the Grey Nunnery will be found the inscription : "Hôpital général des Sœurs Grises. Fondé en 1775. Mon père et ma mère m'ont abandonné, mais le Seigneur m'a

recuelli.—Ps. 26." Also in the ground a Red Cross—marking the grave of a murderer who was tortured.

On the old Unitarian Church, "Here stood Beaver Hall, built 1800, burnt 1848, mansion of Joseph Frobisher, one of the founders of the North-West Company which made Montreal for 40 years the fur trading centre of America."

On the Royal Trust Company's building, Place d'Armes, there are two tablets: "Near this square, afterwards named La Place d'Armes, the founders of Ville-Marie first encountered the Iroquois, whom they defeated, Chomedey de Maisonneuve killing the chief with his own hand, 30th March, 1644."

"This building is erected on part of the original concession made to Urbain Tessier named Lavigne, this being the second lot granted to an individual on the island of Montreal."

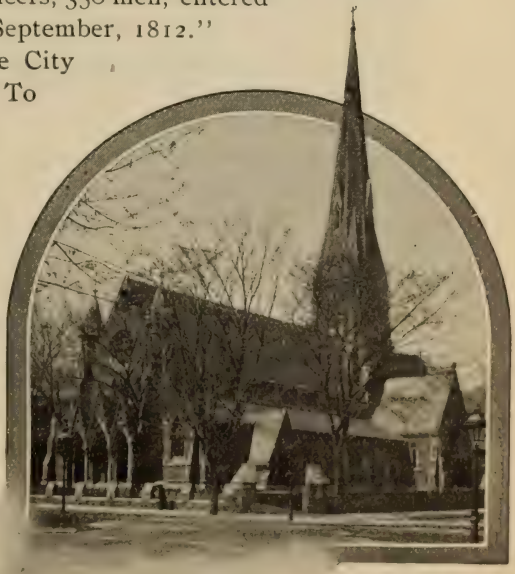
On a house at the south-east corner of this square is another tablet: "Here lived, in 1675, Daniel de Grésolon, Sieur Duluth, one of the explorers of the Upper Mississippi, after whom the city of Duluth was named."

At the corner of Notre Dame and McGill streets is the following tablet: Récollets Gate. By this gate Amherst took possession, 8th September, 1760. General Hull, U.S. army, 25 officers, 350 men, entered prisoners of war, 20th September, 1812."

On the wall of the City Hall is the tablet: "To Jacques Cartier, celebrated navigator of St. Malo. Discovered Canada and named the St. Lawrence, 1534-1535."

On a house on Jacques Cartier Square is a tablet: "The residence of the Honorable James McGill, founder of McGill University, 1744-1813."

Adjoining this



Christ Church Cathedral.

is the famous Château de Ramezay. It is now a museum, containing many interesting relics. Two tablets on its walls set forth its history: "Château de Ramezay. Built about 1703 by Claude de Ramezay, governor of Montreal, 1703. Headquarters of La Compagnie des Indes, 1745. Official residence of British Governors after the cession. Headquarters of the American army, 1775; of the Supreme Council, 1837." In 1775 this château was the headquarters of the American Brigadier-General Wooster, and here, in 1776, under General Benedict Arnold, the Commissioners of Congress—Benjamin Franklin, Samuel Chase, and Charles Carrol of Carrolton—held council." Here Franklin set up his printing press and printed "The Gazette," which still continues as a Montreal daily paper. In the council room Lord Elgin signed the Rebellion Losses Bill after the rebellion of 1837.

At the Custom House a tablet records the establishment of a trading post, Place Royale, by Champlain, 1611.

Aside from the many attractions Montreal has to offer the tourist within its gates, also may be mentioned the splendid opportunity the city offers for short outings by water.

Fishing and hunting in Canada is an inexpensive sport, as compared with other sections of the continent, particularly if it is gone about in the right manner.

Within the ride of an hour or two of Montreal, black bass, doré and maskinongé fishing can be obtained which would warm the heart of the average angler.

Brome Lake, near Knowlton, is famous for its large black bass; Lake Memphremagog, partly in the Province of Quebec and partly in Vermont, for large grey trout and pickerel. The waters in the latter section are well filled with speckled trout.

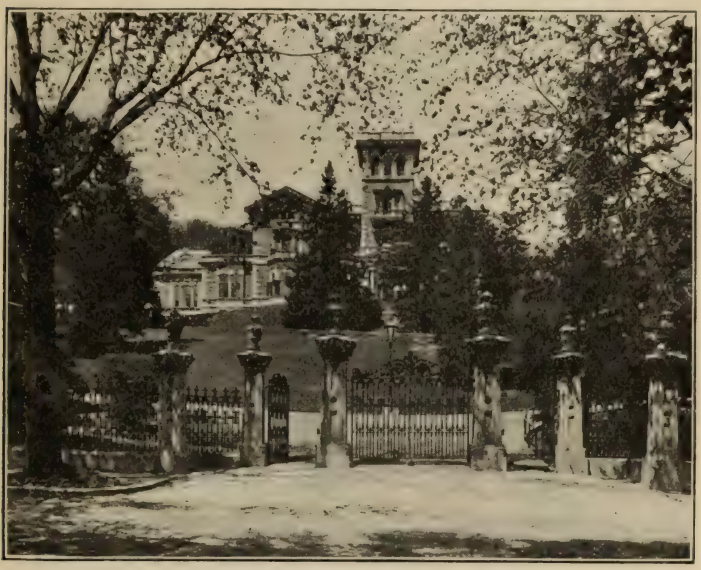
To the north of Montreal, in what is known as the "Laurentian Lakeland," are literally hundreds of lakes which abound with fish.

In the autumn, red deer, partridge and duck also abound in this section.

The Province of Quebec is governed by a Lieutenant-Governor, a Legislative Council and a Legislative Assembly. The first two branches named are appointed, and the members of the Assembly are elected by the people. The Honorable Sir Lomer Gouin, Prime Minister of the Province,

is a citizen of Montreal. Recognized by French and English alike as a man of great ability, with sterling principles of honesty and integrity, he brings with this position a great honor to the commercial metropolis of Canada.

The City of Quebec is beyond description. It is unique among the cities of the continent. To one coming from the busy West and South, everything here is strange and new ; for, despite its commercial progress, the past and present seem inseparably interwoven.



" Ravenscrag " Residence of Sir Montagu Allan.

With railway lines and water routes stretching more than half way round the world, the Canadian Pacific Railway Company has its headquarters in Montreal.

The Company's operations are world embracing, and by its own ships and trains the passage can be made between Great Britain and Hong Kong, a half circuit of the globe. All the provinces of the Dominion are gridironed with its branches, and every important point in Canada and the United States may be reached by the Company's trains and their connections.

From the Windsor Street Station—a massive stone structure in which are the head offices of the Company—trains run eastwardly to the Atlantic Coast and westwardly to the Pacific. St. John, New Brunswick, Halifax, St.

Andrew's by the Sea and other places in the Maritime Provinces and Boston, New York, Portland and the many summer resorts of the Atlantic ; to the west Toronto, Hamilton, Muskoka Lakes, Georgian Bay, Niagara Falls, Buffalo, Detroit and Chicago, and on the main transcontinental line, Caledonia Springs—a favorite health resort—Ottawa, Winnipeg and the west to Vancouver and Victoria are reached by the Company's trains.

The Soo, St. Paul, Minneapolis and the American Northwest are also brought in close contact by the "Soo" trains which arrive at and leave the Windsor St. Station.

Residence of Mr. Robert Meighen.

From the Place Viger station the trains of the Canadian Pacific run through the Laurentian mountains—a rare restful region in the summer months—and to Ottawa along the north bank of the Ottawa river. Other trains connect Quebec—that unique piece of European mediævalism in a western setting—with Montreal.

The grand resort of the sportsman—the St. Maurice, lying between Montreal and Quebec—is also traversed by the line of the Canadian Pacific Railway and from either station in Montreal the great Gatineau Valley and the Temiscaming—other regions with superlative attractions for the canoes, the hunter and the angler, may be reached.

Besides the mileage of over 13,000 miles of rails, the Canadian Pacific has magnificent fleets on both the Atlantic and Pacific oceans as well as fleets on the Great Lakes; on the inland waters of British Columbia by which all the large mining and smelting centres of the Kootenays are reached, and on the Pacific Coast, where its steamship service extends from Seattle, Vancouver and Victoria to Skagway in the far north from which there is communication with the Yukon gold fields.

Royal Victoria College.

On the Atlantic, the service is between Liverpool, Bristol and Antwerp and Quebec and Montreal in summer and, in winter, St. John, N.B. Included in this fleet are the two magnificent Empresses, the finest and fastest passenger steamships in the Canadian trade.

On the Pacific, the Company's ships steam to Japan, China and Hong Kong, and to Australia by way of Honolulu and the Fiji Island.

The Place Viger is only one of the many hotels owned and operated by the Canadian Pacific, and the excellent accommodation the traveller finds there is also to be found at St. Andrew's-by-the-Sea and Macadam in New Brunswick, at Fort William at the head of Lake Superior, at the Royal Alexandra at Winnipeg, at Moose Jaw on the western prairies, at Banff, Lake Louise, Field, Emerald Lake, the Great Glacier, Revelstoke and Sicamous in the Canadian Rockies, and at Vancouver and Victoria on the Pacific Coast,

St. James's Club.

the new "Empress" at the latter city being in the words of an American journalist, "the finest hotel on the Pacific between Alaska and Peru."

One great feature of the Canadian Pacific, whether on land or water, is the excellence of its service, the splendor of its equipment and the civility of its employees—all essential for the thorough enjoyment of travelling.

Inseparably associated with the early history of the Dominion, and the primal factor in her subsequent progress and development is the Grand Trunk Railway System, which is indeed her pioneer railway and stands preeminently to the fore among the railways of America, having been incorporated in 1852, and in the period of years since then has acquired the present large system of 3,949 miles in Canada, in addition to which it has a mileage in the United States of 1,386 miles, making a total mileage for the present system of 5,335 miles.

Being situated in the most thickly settled and productive portions of the Dominion, it occupies an impregnable position for the gathering of traffic. The System as now composed commences at the eastern termini of the main lines at the city of Quebec, on the St. Lawrence River; at Portland, Maine, on the Atlantic Ocean and at Rouse's Point on Lake Champlain, and extends from the first named point along the south shore of the St. Lawrence river to Richmond in the Province of Quebec, where is formed the junction with the line from Portland, thence running westerly, being joined at St. Lambert by the main line from Rouse's Point, and crossing the St. Lawrence at Montreal over the world-famed Victoria Jubilee Bridge.

From Montreal the line continues westerly through the thickly settled country along the north shore of the St. Lawrence river and Lake Ontario to Toronto, the Queen City; from thence, with diverging line to the south and west the fertile Niagara Peninsula to Niagara Falls and Buffalo, to Windsor and Detroit, and to Sarnia and Port Huron, and northerly from Toronto to the ports of Goderich, Kincardine and Southampton, on Lake Huron and Wiarton, Owen Sound, Meaford, Collingwood, Penetang, Midland and Depot Harbor, on Georgian Bay, and through the now famous "Highlands of Ontario," to North Bay. A glance at the railway map of Canada and particularly to the Pro-

vince of Ontario, which is the Garden of the Dominion, will show how thoroughly and completely the pioneer railway has its countless feeders established in positions of advantage, including five main lines from east to west, 650 miles of which is double main track, and it is the only double-track railway in Canada reaching the principal centres.

The commercial importance of the System has been raised to the pinnacle of success during the last few years.

Eastern Townships Bank Building, Victoria Square.

In the fall of 1903, the double track was completed between Montreal and Niagara Falls, and trains running over the new portion, and the double track between Hamilton and Chicago was completed the following year, making the Grand Trunk the longest continuous double-track railway in the world under one management.

In many respects the improvements just completed solve engineering problems entirely new in Canada, and render the line between Montreal and Chicago the equal, if not the superior, of any railroad in North America. This is the estimate of practical men who have watched the work from year to year. Every mile of track is laid with 80 or 100-pound rails; gravel ballast makes the road-bed solid; the gradients have been reduced, curves straightened, and in some cases the mileage has been lessened, and everything has been done by the improvements to accelerate speed with the minimum of power.

Naturally, a railroad system with such a mileage and with such varied connections offers a wide range of attrac-

tion to the tourist, every taste finding something to satisfy it. The vast expanse of inland seas, the varied beauty of wooded islands, the shimmering loveliness of lonely lakes, the foamy attractions of rapid streams, the charms of tree-clad hills, the grandeur of snow-clad mountains, and the awe-inspiring Niagara Falls, are all found along this line.

One of the finest structures in Montreal is the general office building of the Grand Trunk Railway System, on McGill street, and which is well worthy of a visit.

The Ottawa Division of the Grand Trunk from Montreal to Ottawa, and thence across to Parry Sound, carries the tourist through the famous Algonquin National Park of Ontario. This park is a reservation of over two thousand square miles, set apart by the Ontario Government for all time to come, "for the benefit and enjoyment of the people." It is one of the most remarkable regions of lake and stream, primeval forest and rock, that can be found anywhere. It is a great game-preserve and a fisherman's paradise.

The "International Limited," Canada's finest and fastest train, is the train *de luxe* of the Grand Trunk Railway System, and leaves Montreal every day in the year for all points west.

The Grand Trunk Pacific Railway will soon be a factor in the carrying of travel and trade from ocean to ocean. This transcontinental line—a great undertaking of the century—is closely associated with the Grand Trunk System. Mr. Charles M. Hays conceived the project and Sir Wilfrid Laurier and his government made possible its completion. "Prince Rupert," the new city on the Pacific, will be the western terminus.

Tourists visiting Montreal can go by boat or rail to Quebec, and thence through the White Mountains of New Hampshire. The Quebec Central Railway is a favorite tourist route from Quebec to all points in the White Mountains. Leaving Lévis, a magnificent view is obtained of Quebec and the majestic River St. Lawrence. As the train follows the river for several miles, the traveller is enabled to see to advantage the Beauport slopes and the Falls of Montmorency. Presently the train is abreast of the Isle of Orleans, whose low shores, with their expanse of farmland and groves of pine and oak, are still as lovely as when the

wild grape festooned the primitive forests and Cartier named it "Isle Bacchus." The line runs past several typical Canadian villages and through the valley of the Chaudière river. Through this valley Benedict Arnold marched his army to Quebec one hundred and twenty-eight years ago. The scene now hardly suggests the difficulties he had then to encounter. Thetford is celebrated for its asbestos mines. Black Lake Station receives its name from the beautiful lake lying deep among the hills far below the railway. The district abounds in lakes and streams, wild and romantic

Residence of Lord Strathcona.

scenes, and boundless forests. Here, also, are rich mines of asbestos, iron, marble and soapstone. At Dudswell, a junction is made with the Maine Central Railway, a direct route to the heart of the White Mountains and the coast of Maine. Along the banks of the St. Francis River, through a rich farming district, then over a series of deep ravines, through which raging torrents run, and Sherbrooke is reached. Connection is made here with the Grand Trunk Railway for Portland, the Boston and Maine Railroad for Newport, Boston and New York, and the Canadian Pacific Railway for points east.

Montreal's growing pre-eminence in the commercial world of Canada furnishes incidentally a whole galaxy of

advantages for the traveller from south of the St. Lawrence. Every new railway in Canada opens up country that has the charm of unsurpassed combinations of woodland, river and lake. This is peculiarly the case with the newest addition to railway enterprises which has quarters in Montreal—the Canadian Northern Railway System. At present, in the Province of Quebec, the Canadian Northern connects part of Ottawa Valley with Montreal, and Montreal with Quebec, the Lake St. John region and the Saguenay.

During the summer of 1909 the Canadian Northern Quebec Railway will give to Montreal a new fast and finely-equipped route to Quebec. The Garneau cut-off skirts the waters of the St. Lawrence beneath the cliffs which line the shore from Portneuf to Cap Rouge. There is no piece of by-the-water railway in Canada to equal it. It is the only line which affords a constant view of the St. Lawrence in its most picturesque section.

The Canadian Northern will also connect Montreal with Ottawa shortly, and thus provide the newest and shortest road from the capital of the Dominion to the capital of the most ancient of the Canadian provinces.

Results of Moose Hunt, near La Tuque (Q. & L. St. J. Ry.)

Up in the Laurentian hills, before the rivers which take their rise in the spruce forests of Northern Quebec have lost their speed and beauty in the fertile plain which, in many cases, edges the St. Lawrence, there is a country full of sylvan beauty, marvelously jewelled with miniature lakes, and furnished with fish and game for the sportsman, and abundance of health for those who seek only rest and change.

Sixteen-Island Lake, Maskinongé Falls, Shawinigan Falls, Lac-aux-Sables, the valley of the Batiscan, the upper St. Maurice, reached by the La Tuque branch, the Lake St. John region, and the head of navigation on the matchless

Near Cap Santé on New Line to Quebec (C. N. Q. Ry.)

Saguenay—these suggest a few of the pleasures that await the traveller by the Canadian Northern Quebec and the Quebec and Lake St. John.

The Canadian Northern Ontario has a unique entrance to the Muskoka Lakes, in the islands of Ontario, back of Georgian Bay.

In Nova Scotia, the Halifax and South-Western, one of the Canadian Northern lines, is now an important factor to the tourist.

In the West, beginning at Port Arthur, there has been opened up a wonderful country from Thunder Bay to the Lake of the Woods, and culminating in a thousand miles of wheat-fields, half of which are through the amazingly picturesque and fertile Saskatchewan valley.

The Canadian Northern System has 5,000 miles in operation, and is truly a characteristic feature of the development of Twentieth Century Canada.

At twelve o'clock, noon, every day in the week except Saturday, the year round, a train—the "Maritime Express" of the Intercolonial Railway—leaves the Montreal Bonaventure Station for Quebec, St. John, N.B., Halifax and the Sydneys, making connections for Prince Edward Island and Newfoundland. During the tourist season the Maritime Provinces are served by an additional train, the "Ocean

Limited," which also leaves Montreal daily, except Saturday, shortly after 7 o'clock p.m.

These are two of the expresses operated by the Intercolonial Railway—the trunk line to Eastern Canada—and for excellence of sleeping and dining-car service they are not surpassed on the continent. Special sleeping-cars are attached to the "Ocean Limited" for the convenience of

Shore, near Cap Santé (C. N. Q. Ry.).

passengers to the Lower St. Lawrence summer resorts—Murray Bay, Cacouna, Little Métis, etc. ; and another feature of this train is that views of the famed Matapedia and Wentworth valleys are obtained in the day-time.

Quebec, New Brunswick, Nova Scotia and Prince Edward Island form one glorious summer-land, and the increase of visitors from year to year is sufficient evidence that their natural attractions are becoming more appreciated. The increase is particularly noticeable in the number of families who make their summer-homes at the many

resorts by the sea, where accommodation can be obtained at a reasonable cost, and the sea-bathing and boating delightful and perfectly safe.

The Baie des Chaleurs, Straits of Northumberland, Bras d'Or lakes and Bay of Fundy, backed by forests of spruce and pine, with their ever-tonic air, have unlimited possibilities for the yachtsman and deep-sea fisherman.

The Cascapedia, Matapedia, Upsalquitch, Restigouche, Nepisiguit, Miramichi, Medway, Margaree and Mira are rivers so well known that their names have only to be men-

Matapedia Valley—Intercolonial Railway

tioned to whet the appetite of any salmon and trout angler, while the forests abound in big game—moose, caribou, deer and bear.

"Tours to Summer Haunts," "Fishing and Hunting" and "Moose in the Micmac Country" are the names of some of the descriptive booklets issued by the Intercolonial Railway, and free copies can be obtained at the Passenger Office, 130 St. James street, Montreal, or by writing to the General Passenger Department at Moncton, N.B.

The steamers of the Richelieu and Ontario Navigation Company leave Montreal every evening for a delightful night-ride to the quaint old walled city of Quebec, returning the following evening, so that a pleasant day may be spent in Quebec, with two nights on the steamer.

Steamers leave daily for Prescott, thus affording an opportunity of viewing the most wonderful chain of canals in the world and the exciting experience of shooting all the rapids on the return journey. This trip only occupies a day and a half.

On the Beach, at Brulé—Intercolonial Railway.

Another short trip of but a few hours' duration is by the steamer "Boucherville" down to the pleasant grove of Isle Grosbois and Boucherville. The trip to the town of Laprairie, presents, both on the going and return journey, an excellent opportunity of viewing the gigantic Victoria Bridge.

When making the trip to Quebec, if time will permit, the tourist should not miss the opportunity of making a side trip down the picturesque lower St. Lawrence and up the far-famed Saguenay river. The beauties of these two rivers are unequalled on the continent, the trip up the Saguenay being practically a trip through the mountains, not in a birch-bark canoe, but in a palatial steamer, replete with all modern improvements.

The Abenakis Springs is one of Canada's best known pleasure and health resorts. These mineral springs rival those of Europe in health-giving qualities, so much so that they are known as "The Carlsbad of Canada." For centuries the Indians have referred to these waters as the "Waters of Life," because of their wonderful curative pro-

perties. The hotel accommodation is excellent, and the surroundings of the St. François river, Lake St. Peter, etc., delightful.

Montreal has much to offer in the way of recreation, being the sporting centre of the Dominion, and at all seasons of the year appropriate contests may be seen. In Montreal will be found pastimes peculiar to Canada, and in no other city on the continent are these peculiar games played with such skill. The Royal St. Lawrence Yacht Club held for many years the Seawanhaka International Challenge Cup, which is to twenty-five-footers what the America's Cup is to the gigantic ninety-footers.

Montreal a Sporting Centre.

Lacrosse is the national game of the country, and its season extends from May until October. Hockey is the national winter game. In addition to these strictly Canadian games, football (both Rugby and Association), cricket, golf, polo, yachting, rowing and canoeing flourish, and all field sports are well patronized. Ice-racing is a feature of winter sports; while for tobogganning and skating no city in the universe furnishes such opportunities for three months in the year.

Tourists are invited to call at the Information Bureau of the Montreal Business Men's League. The advantages offered to strangers are free of charge, and correspondence receives attention.

The address may be used by tourists for letters and telegrams. Side trips and accommodation arranged for; information about the city and all Canadian places of interest furnished on application. Shopping-lists furnished.

Abenakis Springs Hotel.

Any information required as to these resorts can be obtained by addressing the office of the Montreal Business Men's League.

Places of Interest in Montreal

City Hall and Court House,
Château de Ramezay,
Bonsecours Market,
Post Office,
Monument National,
Custom House,
Board of Trade,
Stock Exchange,
Art Gallery,
National History Museum,
Our Handicrafts Shop,
Eden Musée,
McGill College,
Redpath Museum and Library,
Fraser Institute Library,
Royal Victoria Hospital,
Hôtel-Dieu,
Montreal General Hospital,
Western General Hospital,
St. James Cathedral,
Place Viger Hotel,
Notre-Dame Church,
Christ Church Cathedral,
St. James Methodist Church,
The Jesuits' Church,
Notre-Dame-de-Bonsecours,
Montreal College,
Jesuits' College,
Y. M. C. A. Building,
Y. W. C. A. Building,
Masonic Temple,
Grey Nunnery,
The Colonial House,
Birks' Building,
Laval University,
Desjardins' Building,
Notre-Dame Hospital,
Seminary of St. Sulpice,
Ogilvy Building, St. Catherine St.,
The old Towers, Sherbrooke St.,
"La Patrie" Building,
Windsor Street Station,
Bonaventure Station.

Monuments

Queen Victoria, Victoria Square,
Nelson's Column, Jacques Cartier Square,
The Immigrants' Monument, St. Patrick's Square,
Jacques Cartier, St. Henri,
Maisonneuve, Place d'Armes,
The Patriots' Monument, Côte-des-Neiges Cemetery,
Hon. John Young, Place Royale,
Mgr. Bourget, Dominion Square,
South African Soldiers, Dominion Square,
Sir John A. Macdonald, Dominion Square,
Chenier, Place Viger Square,
Cremazie, St. Louis Square,
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Interesting Facts

The second parish church in Montreal (then Ville-Marie), was constructed in the year 1672. The building occupied a site near Place d'Armes, and actually upon the line now traversed by Notre-Dame street. The church was dedicated in 1678 and demolished in 1829. This is recorded by a tablet on the old Seminary wall.

One of the old towers in the grounds of the Montreal College, on Sherbrooke street, west, was used as a place of worship, and it is the oldest building in Montreal.

Bonaventure Station, Montreal—Grand Trunk Railway System.

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c. The tariff by time shall apply to all drives extending beyond the city limits provided the engagement be made within the said limits.

d. Children under 5 years of age and sitting on their parents' or guardians' lap will be admitted free of charge, and shall not be held as being included in the word "persons" in the said tariff.

e. The word "drive," wherever it occurs in the said tariff, shall be held to admit stoppages within the time fixed for said drives.

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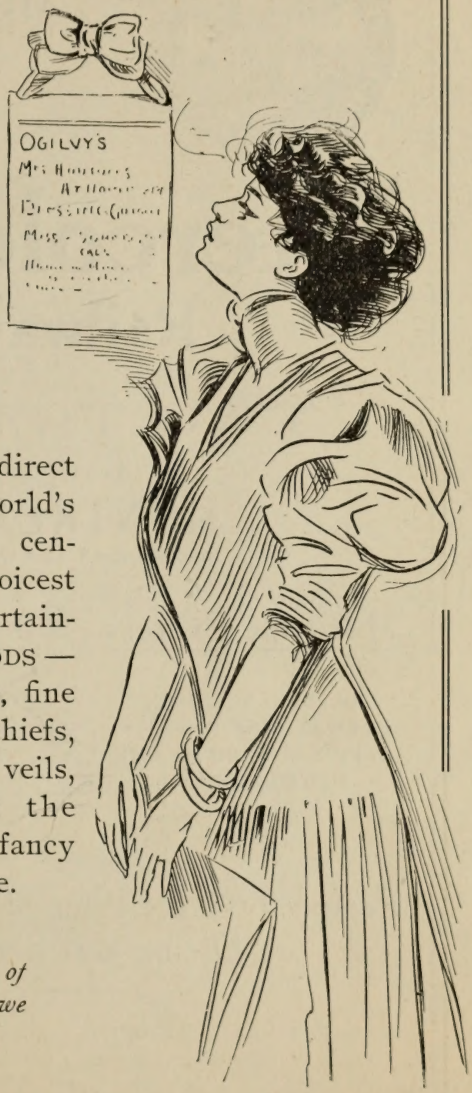

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